

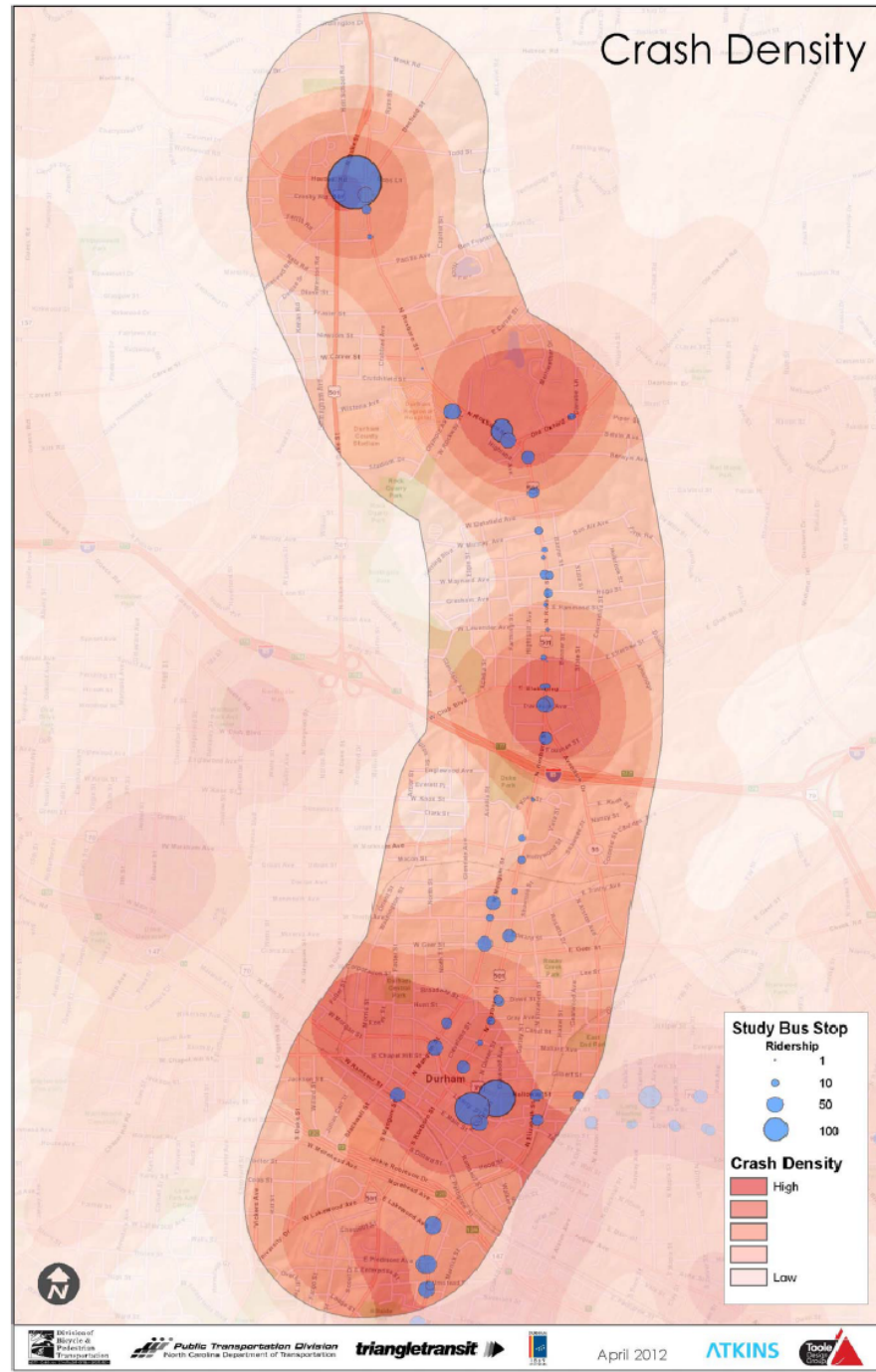


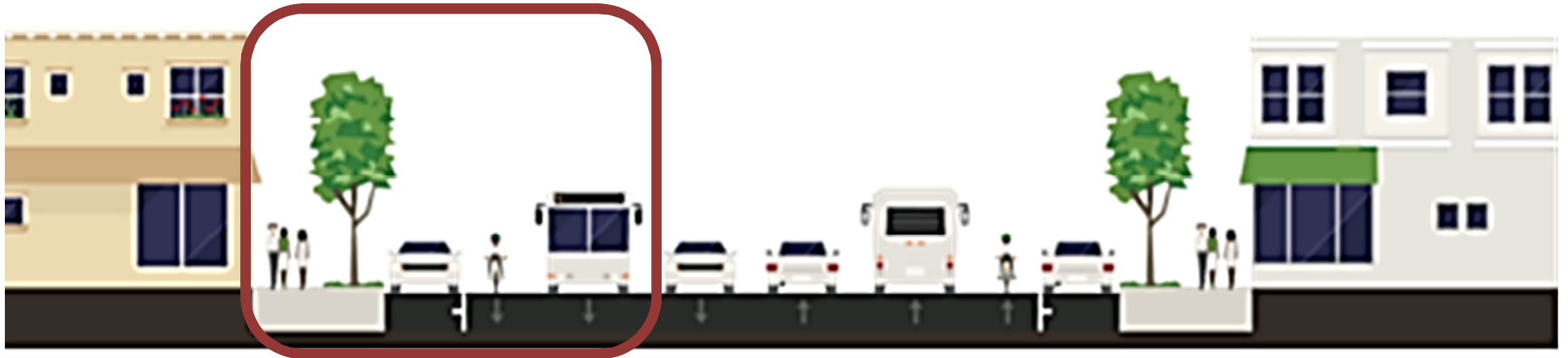
2014 Public Transportation Conference

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Map 9. Pedestrian crash densities along Roxboro corridor.





Employer Incentives:

Transit Passes or Challenges

Development and Parking Policies:

Land use, parking ordinances, connectivity, transit and ROW reservation



Development/Private Property:

Higher density residential, education centers, commercial and employment centers serve as **destinations for transit users**. Sidewalk cafes, pocket parks, off-street parking, public plazas are necessary to supporting nearby businesses and neighborhoods.

**Sidewalk
Funding:**
B/P, HSIP

**Utility
Providers**

**District-
Based
Funding:**
MSD, SAD,
TIF, main
street
grants



**Pedestrian-
Parking Zone:**

When leaving a bus, **all transit users act as pedestrians**. Wayfinding signage and information, bus stop fixtures, trash and comfort amenities, safe levels of lighting, landscaping, bicycle parking, outdoor dining, and sufficiently wide sidewalks support pedestrian movement and expanded tax base of the public realm.

Bicycle and Pedestrian – SPOT Scoring

Criteria	Proposed Weight
Safety	15%
Access	10%
Density	10%
Constructability	5%
Benefit-Cost	10%

Roadway or Transit Funding: STI


Complete Streets

Local bonds or taxes for transit



Vehicle-Transit Zone:

Often times, **buses and cyclists share the lane or roadway** with other vehicle users. Bike lanes, bus and motor vehicle lanes, pedestrian refuge and medians, traffic control devices and signage, and crosswalks are all necessary to the function of streets.

Employer Incentives: Transit Passes or Challenges 	Sidewalk Funding: B/P, HSIP Utility Providers	Roadway or Transit Funding: STI Complete Streets Local bonds or taxes for transit	District-Based Funding: MSD, SAD, TIF, main street grants	Development and Parking Policies: Land use, parking ordinances, connectivity, transit and ROW reservation
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Projects